

MOTOR RACING

and
ECONOMY CAR NEWS

7th Year—No. 10—Los Angeles, Calif.

March 16-23, 1962

(Published bi-weekly except last issue of calendar year)

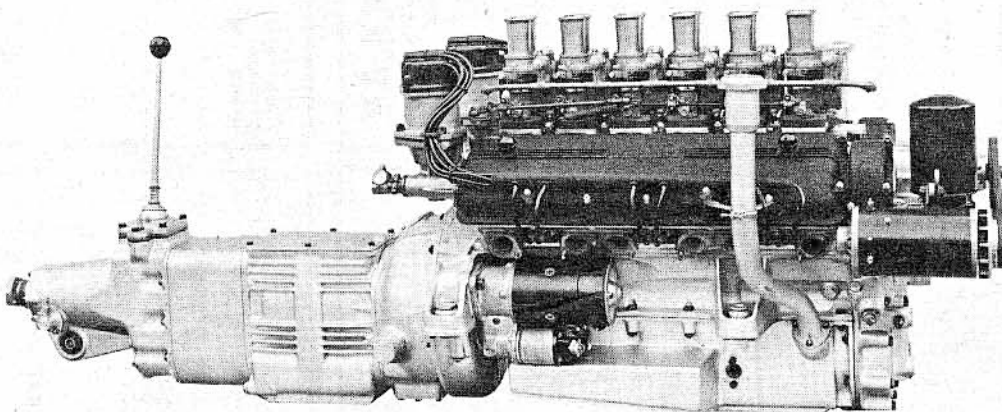
25¢

Sebring 12-Hour

FERRARI VICTOR; BERLINETTA 2ND!



Drivers were past overall Sebring victors Phil Hill, Santa Monica, Calif., 1961 world's F1 champion, and Olivier Gendebien, Brussels, Belgium.



FANTASTIC FERRARI—The Italian Maranello firm's cars won the Sports (1st overall) and Championship Grand Touring (2nd overall) in the Intl. Championship 12-hour race at Sebring, Fla., last Mar. 24. Joaquim Bonnier and

Lucien Bianchi won easily by more than 50 mi. in a 12-cyl. machine. But the greatest achievement was the 250 GTO Berlinetta (top) taking 2nd overall and outlasting a flock of sportsters that figured far above the Grand Touring model.

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DAN GURNEY roars into turn 6 in the Don Steves 1962 Chevy at Riverside Raceway last Mar. 18. He was overall winner after taking the first heat and placing second in the second. But Costa Mesan, one of the hottest all-around drivers of the moment, was disqualified. USAC officials of the \$10,000 race said the car was gutted and did not meet "stock" requirements (lightened about 150 lbs.). Gurney and Steves protested to USAC, and the \$1709 purse was held up, pending study of the appeal. At right, Photog Tom O'Connor catches Gurney perusing MOTORACING. Turn to Page 3 for story and letter on disqualification. (MOTORACING photo by Gus V. Vignolle)

SEBRING 12-HR. RACE CHART

UNOFFICIAL RESULTS 12 HOUR ENDURANCE 3/25/62
Subject to FIA Rulings March 24, 1962
Total Laps 206—Miles completed 1071.2 FASTEST LAP: 28th - 3:12.4, 97.2 MPH
Average speed 89.142 MPH by Pedro Rodriguez, Mexico in No. 34 Ferrari
Total Time 12 Hours 1 Minute 17.0 seconds
This is the fastest lap ever turned during a race by any Car or Driver on the Sebring race course and is 8 seconds faster than the previous 1-lap record.

Index	Position	Car #	Laps	Make	Drivers	Entrant	Class	Position
3	1	23	206	Ferrari 2953	Joe Bonnier, Sweden	Scud. Serenissima	1st	SP-11/12
8	2	24	196	Ferrari 2992	Lucien Bianchi, Italy	N.A.R.T., N.Y.	GT 1st	GT 1st
1	3	59	195	Porsche 1498	Oliver Gendebien, Belg.		11/2	
					Bruce Jennings	Forsche Car. Imp.	1st	
					Frank Rand	Chicago, Ill.	SP-8/9	
					Bill Wuesthoff			
					All Chicago, Ill.			
13	4	25	190	Ferrari 2992	Baron Fabrizio di Lapigio	Serena, Italy	2nd	GT11/12
					Sterling Hamil, N.Y.	N.A.R.T., N.Y.	2nd	
12	5	21	190	Maserati-Cooper 2953	Bruce McLaren, New Zealand		2nd	SP11/12
					Roger Fenske, Villanova, Pa.	Cunningham Team		
14	6	10	189	Chaparral	Hap Sharp, Jim Hall	Chaparral Cars	1st	Proto
					Ronnie Hisson, Midland, Texas		13	
5	7	48	188	Porsche 1588	Dan Gurney, Calif.	Porsche System	1st	GT9
					Bob Holbert, N.J.	Eng-Switz.		
8	8	28	187	Ferrari 2953	Ed Hugus, Pa.	W.S. McKelvy		
					Geo. Reed, Ill.	Pittsburg, Pa.		
11	9	49	182	Porsche 1588	Edgar Barth	Germany Porsche System	2nd	
					Paul Straiale, "A"	Eng-Switz.	GT9	
2	10	76	180	Abarth 982	Alfonso Thiele & Abarth Co.		1st	
9	11	63	178	Alfa-Romeo 1290	Jean Guichet, Italy	Torino, Italy	SP6/7	
					Ross Durant, Fla.	Art Swanson	1st	
10	12	60	178	Alfa-Romeo 1290	M. di Priolo, Italy	Scud. Ambrosiana	2nd	GT7/8
					Carlo Facetti, Italy	Italy	GT7/8	
20	13	36	176	Ferrari V8	Bob Fulp, Wash. D.C.	N.A.R.T., N.Y.	3rd	
					Peter Ryan, Canada	UDT, London	SP11/1	
23	14	14	176	Jaguar 3875	B. Cunningham	Conn. Cunningham	1st	GT13
					John Fitch, Conn.		3rd	
15	15	41	173	Sunbeam-Alpine 1598	Peter Harper, Eng.	Rootes Motors	3rd	GT9
					Peter Proctor, Eng.	England		
16	16	52	172	MG 1588	J. Sears, Eng.	Ecurie Safety		
					A. Hedges, Eng.	Fast, Abington, Eng.		
18	17	51	171	MG 1588	Jim Parkinson, Calif.	Ecurie Safety		
					Jack Flaherty, Calif.	Fast, Eng.	1st	GT14/15
26	18	2	171	Corvette 5360	Duncan Black, Md.	Grady Davis	1st	GT14/15
					Bob Wylie, N.J.	Pittsburg, Pa.	2nd	
19	19	1	169	Corvette 5360	Don Yenko, Pa.	Grady Davis	2nd	GT14/15
					Ed Lowther, Pa.			
20	20	53	169	MG 1588 GT 9	John Whitmore, England, J.R.	Ecurie Safety	1st	
					Olthoff, Eng.	Fast, Abington, England		
21	21	4	169	Corvette 5360 GT 14/15	Delmo Johnson, Johnson Chev-	3rd GT		
					Dallas, Tex., rolet, Dallas, 14/15			
					David Morgan, Texas			
					Tulsa, Okla.			
15	22	61	168	Alfa-Romeo 1290 GR 7/8	Leto di Priolo, Scud. Ambrosiana	3rd GT	7/8	
					Milan, Italy			
					Harry Theodoropoulos, N.Y.			
					Giancarlo Sala, Italy			
4	23	79	167	O.S.C.A. 749 SP 5	John Bentley, North-Automobili	1st SP 5		
					port, N.Y., Jack OSCA, Bologna,			
					Corcon, Rockaway, N.Y.			
					Italy			
					Pat Corrigan, Fla., B. Coleman			
					man			
22	25	55	163	T.V.R. 1588 GT 9	Mark Donohue, Summit, N.J., Jay Signore	TVR Cars, Ltd., Blackpool, Eng.		
25	26	46	158	Porsche 1597 SP 8/9	Ludwig Hiamrath, Canada, Jerry Polivka, Canada	Eglinton Caledonia Motors, Inc., Can.	2nd	SP 8/9
6	27	80	158	D.B. Panhard 701 SP 5	Howard Hanna, Dromall, Pa., Richard Toland, Philadelphia, Pa.	Franco-American Racing Team, Glendale, Calif.	2nd	SP 5
7	28	81	157	D.B. Panhard 701 SP 5	Frank Hanley, Topeka, Kan., Bitum Newman, Overland Park, Kan.	Franco-American Racing Team, Glendale, Calif.	3rd	SP 5
24	29	68	155	Lotus Elite 1216 GT 7/8	Peter Pulver, Millerton, N.Y., Weston Davis, Lime Rock, Conn.	Duchess Auto, Millerton, N.Y.		
30	37	154	Triumph 2138 GT 11/12	George Waltman, Great Neck, N.Y., Nick Come	George Waltman, N.Y.	3rd	GR 11/12	
31	7	153	Corvette 5360 GT 14/15	Bill Fuller, Oakdale, La., Harry Washburn, Sheveport, La.	Fuller Murry Race Cars, La.			
32	43	151	Sunbeam Alpine 1598 GT 9	Tom Payne, Joe Shepard, Tampa, Fla.	Rootes Motors, England			
33	44	150	Sunbeam Alpine 1598 GT 9	Fillippo Theodoli, N.Y.C., Freddie Barrette, Danislon, Conn.	Fillippo Theodoli			
34	27	147	Ferrari 2992 GT 11/12	Charles Blomrich, Sandusky, Ohio, Carl Haas, Miami	N.A.R.T., N.Y.			
35	39	143	Morgan 1991 GT 10	Alton Rogers, Miler, Ohio, Jns. Bailey, Lock Haven, Pa.	Alton Rogers	1st	GT 10	

BONNIER AND BIANCHI PULL SEBRING UPSET

By JOE SCALZO
MOTORACING Staff Writer
SEBRING, Fla., Mar. 24--The lightly-regarded team of Sweden's Joe Bonnier and Belgian Lucien Bianchi won today's annual 12-hour enduro by 10 laps in their Scuderia Serenissima front-engined 3-liter Ferrari. Phil Hill/Olivier Gendebien, last year's overall victors, were 2nd ov., and first in the GT class with a No. American Racing Team 3-liter Ferrari.

Bonnier/Bianchi set new records in averaging 89.142mph and completing 206 laps, or 1071.2 mi. But record - breaking speeds weren't needed this time. The two just stayed in the top 10, and moved up consistently. They took the lead for good with 4.5 hours remaining.

Catching the meet's interest and controversy was the disqualification of Stirling Moss/Innes Ireland, who drove a NART 3-liter front-engined Ferrari. They were officially ruled out of the contest at 5:30 pm, while holding a one lap lead, and apparently having the race won.

A fueling mix-up was the trouble. At 2:01 in the afternoon, Moss had brought the car into the pits to have the brakes taken up. While in the pits, gas was added to the car. This eventually resulted in disqualification. Moss had taken over the car from Ireland just 17 laps before--and had not completed the required 20.

The car rejoined the race and ran for more than three hours before it was officially disqualified. This angered Moss and Ireland. Also, it was claimed that an official had opened the gas tank seal without being told, and a mechanic had naturally assumed gas should

go in.

There were no factory-entered Ferraris in the race, but the seven-car entry of NART all had factory mechanics.

Finishing third behind Bonnier/Bianchi, one lap behind Hill/Gendebien, was the Porsche RS61 of Bruce Jennings/Frank Rand/ Bill Wuesthoff. They also, not surprisingly, captured the Index of Performance.

Rounding out the top 10 were: (4th) Sterling Hamel/Fabrizio Serena, Ferrari GT; (5th) Bruce McLaren/Roger Penske, Cunningham Cooper-Maserati; (6th) Hap Sharp/Ronnie Hisson/Jim Hall, in one of Hall's special 4-liter Chaparrals; (7th) Dan Gurney/Bob Holbert, Porsche GT; (8th) Ed Hugus/George Reed, Ferrari GT; (9th) Edgar Barth/Paul Straile, Porsche GT; (10th) Alfonso Thiele/Jean Guichet, Fiat-Abarth. All these results are, like always at

Continued on page 7



CUSTOM FIT RACER--Race car builder Mickey Thompson (right) checks driver Chuck Daigh for a "custom fit" in the radically designed Harvey Aluminum Spl. Thompson is building for the Indianapolis 500. Daigh will pilot one of three Buick V-8 powered lightweight cars now being readied at Long Beach, Calif.

Vignettes

By Gus V. Vignolle

- The Berlinetta
- Great Sebring
- The Gurney Deal

FOR THE BIG GT class in the world's marquee championship, it is again the familiar scene of Ferrari out in front after Sebring. The Italian car won nine points by taking the first one---the Daytona Continental three-hour.

That was a fourth overall by STIRLING MOSS in the Berlinetta behind DAN GURNEY, PHIL HILL-RICARDO RODRIGUEZ and JIM HALL.

The other nine points came in the second title race at horrible Sebring. Although far back of the overall winners (JOAKIM BONNIER-LUCIEN BIANCHI in a Ferrari sports), I thought the performance of the Berlinetta was stupendous. It was second overall and, of course, first in GT, which is what counts for the points this year.

But then PHIL HILL and OLIVIER GENDEBIEN are old hands at Sebring. They know how to take care of a car, something you sure as hell can't say about a lot of

Continued on page 3

Letters to MotoRacing

FACTS ON TVR

Re: Your article of Page five of MOTORACING Feb. 2-9, 1962, "TVR-What does it Mean?"

The name originated with "T.V.R. Engineering" of Blackpool, England, and the proprietor of this company was Trevor Wilkinson. This company was taken over by LAYTON SPORTS CARS of BLACKPOOL, ENGLAND and manufactures the TVR car. The moving force behind this company is Mr. Bernard Williams.

The origin of the car, however, is connected with the "JOMAR" for the following simple reason. First, the "JOMAR" was first built by Merrimack Street Garage, Inc., using a Dellow Mark 5 chassis and an aluminum body made here in our shops. Two cars were driven in SCCA New England region competition by Gus Ehrman and myself with moderate success until the Climax-engined Lotus almost immediately appeared and took over. The chassis was obsolete and as we did not have the experience or funds to engineer a chassis from scratch, we searched around for someone to help us on this. TVR Engineering of Blackpool, England, was interested in working with us and agreed to build a chassis that would take a Coventry Climax engine for us (Dec. 1955). We built a few prototype sports-racing cars using this chassis and classified as JOMAR MK II (MK I was the 1172 series). All testing and all race experience from 1955 to 1959 was conducted by Saidel Sports-Racing Cars (A Division of Merrimack Street Garage, Inc.). During this time three JOMAR sports cars were raced in the New England Region and much testing was conducted at Thompson Raceway through the generous help of Mr. George Weaver, the manager of that course. We were very pleased with the showing of the car in race events against the swarms of Coopers and Lotuses.

Mr. Williams of TVR was interested early in building a production sports car for sale in England and the USA. The car was to be sold first in the United States under the "JOMAR" label and then also in England. The early JOMAR coupe were a "notched" back type of which I believe five were made. The design was not too well received and a body change was made to the present attractive "fast back" styling. Testing and developing the car was a very expensive project and as we were able to build almost no sales activity, I decided in 1960 that regretfully, we would have to terminate the project. I especially hated to sever our relations with TVR (at this point LAYTON SPORTS CARS) as they had always been most cordial and because over the years a very friendly relationship had developed with Mr. Bernard Williams of that company. Therefore we gave up all rights connected with the car (from here on only to be called the TVR) but reserved the trademark "JOMAR" for our own racing projects which continue in a very small way. The last JOMAR made was a single seater 1220cc supercharged car on a chassis of our own design and manufacture. We also currently have a "C modified" F85 Olds.-engined JOMAR that we may campaign this year if finances permit. The car went through some testing last season and won the only event it started. (The car was scratched from two other events when teething problems developed.)

Back to TVR.--The car is really a fine little machine and as we have ABSOLUTELY NO financial interest in it or the company building it, I can be pretty free about that statement. The people building it are real fine to deal with and if you want any more history on it, I suggest you drop a line to Mr. Bernard Williams of LAYTON SPORTS CARS, Hoo Hill Works, Bispham Road, Layton, Blackpool, England.

I enjoyed the excellent cutaway drawing and also note your last paragraph regarding lack of interest in the American-type magazines. By way of contrast, we received excellent write-ups in England, Sweden, Italy, Australia and Switzerland. Generally, the U.S. press was not too interested, however. It takes a lot of money to do

a real publicity job on a car here in the U.S. and we simply did not have that much to spend.

The TVR currently is enjoying excellent sales success in England and I sincerely hope it will soon be picked up by someone for sale in the USA.

Best Regards,

RAY SAIDEL
Manchester, N.H.

P.S. I am enclosing some "old" JOMAR literature for background data that you may want to keep.

NEED BIGGER BIKE

Glad to see that you have developed a mature taste for the good things of life. Ref: the Feb. 16-23 issue of MOTORACING where you dreamed of riding your new Honda to San Francisco. I live in San Francisco and own a brand new Honda 305 Super Hawk, and this is LIVING in capital letters.

Even the women are mature in their tastes in San Francisco. My lovely wife Pat is wild about Sunday afternoon rides through Golden Gate Park and through the hills of Marin County aboard the Honda and hanging on to me for dear life. (Hmmm! Is it the Honda or me?)

But, alas, your dream of riding your Honda up to San Francisco via over-night stops at Santa Barbara, San Luis Obispo and Monterey will run into one big snag. There's an Un-Constitutional law that forbids one to ride a two-wheel vehicle of under 15hp on California Freeways.

If the law stated that vehicles, regardless of type, must not drop below a minimum speed of say 40 mph, it would be fair and not discriminatory. Slow-moving trucks, some under-powered economy cars, and rubber-necking sight-seers are much more of a hazard than a skinny motorbike that can cruise along at a good 50mph clip. If slow vehicles are a hazard, then ALL slow moving vehicles should fall under this new law, not just two-wheeled vehicles of under 15hp.

The veteran motorcycle racer Johnny McLaughlin even states that some two-wheel, under 15hp motorcycles can scream along at up to 90mph.

To further scuttle your wonderful, carefree trip up to San Francisco, is the fact that it would be damned hard to get up here using the coastal route without using a freeway. We checked it out last week. So either trade your Honda 50 in on a bigger model, or fly up here and borrow ours. In either case, you're always welcome in San Francisco, Gus.

GORDON H. MARTIN
Sports Car Writer
San Francisco News-Call Bulletin
San Francisco 19

TRAPPED AT LAST

I have been a reader of MOTORACING for at least five years and by using my head have found it unnecessary to subscribe until now. Lately, however, I have been something less than successful in my attempts to beg, borrow, or steal copies from my friends. Even the homes of people whom I know for a fact are avid subscribers of your paper are suspiciously devoid of the latest issues. Naturally, I am forced to do something about this heinous plot to deprive me of my MOTORACING, so in self-defense I am subscribing for a year.

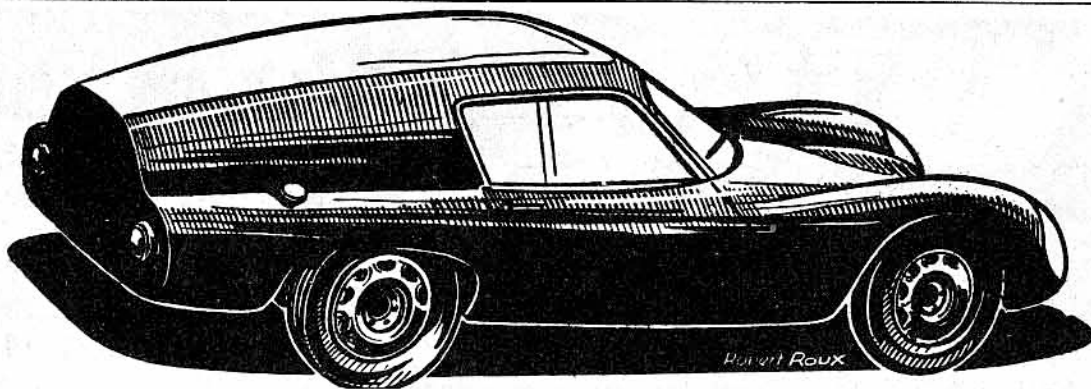
I am an avid slalomer (slalomite?) and am grateful for your coverage of my favorite type of event. Dennis McCosh does a fine job keeping the world up to date on the latest happenings in his Slalom Column. Yours is still the best publication of its type available even if I do have to pay for it.

WALTER LISTER
Torrance, Calif.

REVIEW LAUDED

Thanks very much for the copies of MOTORACING and congratulations on a very fine review of Caracciola's book. It certainly serves as a fine bonus to your readers.

Again, congratulations on a very



FROM L'EQUIPE---Here's a sketch of the advanced version of the new GT Alfa Romeo, which appeared recently in the French sports daily newspaper. It probably will have a Giulietta engine of 1300cc, and they hoped for 123hp and a speed of 224kph



UNDER WRAPS---It's the 1963 Volkswagen-size VW to be unveiled this fall. The Germans point out the wraps are sheets of wrapping paper taken from shipments of American steel used to build the beetle.

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P.O. BOX 392 CULVER CITY, CALIFORNIA
Published Bi-Weekly, Except Last Issue
Of Calendar Year by V. & P., Inc.
Circulation Office:
3435 Motor Ave.,
Los Angeles 34, California
Vermont 7-8636

For the Classified Advertising Department Only: 4041 Marlton Ave., Room 208, L.A. 8 or Phone AX. 2-0287

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Advertising Rates on Request

Editorial Office:
3862 Westwood Blvd.,
Culver City, California
Mailing Address: P.O. Box 392
Culver City, California

YEARLY SUBSCRIPTION RATES
Domestic \$4—Foreign \$5
Entered as Second Class
Matter at Los Angeles, California

Manuscripts, Photos or Artwork Submitted to MOTORACING Should Be Accompanied by Addressed Envelope and Return Postage. The Publisher Assumes No Responsibility for the Return of Unsolicited Manuscripts, Photos or Art Work.
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good piece of writing. If I can ever be of any help, please don't hesitate to let me know.

R. O. VALDISERRI
Manager, Public Relations
Mercedes-Benz Sales, Inc.
South Bend, Ind.

(Editor's Note - The review mentioned was written by Marguerite Cook).

'FAIR AND ACCURATE'

Enclosed is my check for \$4 to cover a new gift subscription to MOTORACING for Mr. Wade W. Cloyd....

I have enjoyed MOTORACING for over five years now--your reporting is fair and accurate, and on recent trips to West Coast races I have been cordially and friendly treated by members of your staff for which I am grateful. Keep up the good work.

GEORGE J. CONSTANTINE
Southbridge, Mass.

FRIENDS IN RENO

Please advise me of your current subscription rates. I let my subscription lapse when I joined the Air Force 2-1/2 years ago, and would like to renew at this time.

Your newspaper interests me very much, since it carries news of racing friends from Reno, my home town. Hope to hear from you soon.

A2C TIM ENNOR
Kincheloe AFB, Michigan

LIKES THE COVERAGE

...I really would honestly feel uninformed if MOTORACING didn't come regularly, as it has very excellent coverage of events locally, nationally, and internationally....

BARB NIELAND
Whittier, Calif.

MORE ARMY READERS

We, at Fort Gordon, Georgia, like your MOTORACING very much. The first copy I read was from the sports car shop, British American Motors, in Augusta. I would like a one year's subscription sent to the following address:

PFC W. PERKINS/
PFC T. SULLIVAN
Hq. & Hq. Co., PMGC
Fort Gordon, Georgia

ZE 1-2000

If you want to report a traffic accident, or any other highway emergency, ZE 1-2000 is the telephone number which will put you in touch with the nearest California Highway Patrol office.

Economy Car News...

By MARGUERITE COOK

It won't seem like a Mobil Economy Run this year, because MARY DAVIS won't be one of the drivers of the 46 cars entered. The blonde Los Angeles driver says she was fired. Twenty-four compacts (more than half the entries), including the new Chevy II, will be among those running when the run is flagged off here March 31. Destination will be Detroit, April 8.

There will be separate classes for compacts with manual shifts, compacts with small engines, compacts with large engines and the luxury models. Among the manual shift compacts entered are a Rambler American 400, Chevy II (4 cyl.), Chevy II (6 cyl.), Corvair, Falcon (144" eng.), Falcon (170" eng.), Studebaker Lark, and Tempest.

Small engine compact entrees include Falcon, Monza-Corvair, Chevy II (4 cyl.), Chevy II (6 cyl.), Tempest, Rambler American 400 (6 cyl.), Falcon, Buick Special (6 cyl.), Valiant V-100 (170" eng.), Comet (170" eng.).

L. A. Women's Sport Club members entered are: SUNNY BAKER and IRMA PAYNE (Ford Fairlane), DELLA PIERCE (Nav.-Ford Falcon), PAULA MURPHY and JEAN CALVIN (Chev. Biscayne 6 cyl.), DEE HILDEBRAND and MARY MORRISON (Chev. II, 6 cyl.), GINNY SIMMS BITNEY (Ford), and PAT SAWYER (Corvair Monza).

Odds and Ends: The Comet was two years old Mar. 17....70% of all Corvair sales are in the bucket-seated Monza category....VW (picture of the truck) is soon to become a stamp in Dutch New Guinea....The American VW Co. has also contracted with a Milwaukee firm to publish a five-issue-per-year digest-sized mag for VW owners in this country....In a recent British test of six marques, Hillman Minx 1600 saloon showed the best oil consumption.

BILL DREDGE, in the Mar. 18 LA TIMES, went into the Detroit feeling on sub-compacts and stated Ford is so interested in the much-battered-about Cardinal for foreign market as much as American market consumption....HENRY ELFRINK, in FOREIGN CAR GUIDE, states the new VW 1500 will be passed by the larger version of the new Ford Taunus 17 M on Geneva autobahns, where there is no speed limit.

Stop and read this before you decide not to buy a new gasoline buggy until one of those gas turbine jobs is perfected. CONNIE L. BOUCHARD, mgr. of Ford Motor Co. gas turbine developments, told a Society of Automotive Engineers meeting in Rochester,

N.Y., recently, that it may be 20 years before the gasoline engine is displaced.

The expert evaluated 11 power plants in which the auto industry is or has been interested, but pointed out that only the gasoline engine rates good to excellent in almost all the essentials which engineers and the public demand in a passenger car.

Not only that, but while the diesels and gas turbines are getting the press raves these days, the steam engine, king of the passenger car engines for 20 years until displaced by the gasoline engine, is still the subject of much work. Bouchard said that much work also is being done toward development of battery-electric cars and fuel cells in which a fuel-fed chemical reaction produces electricity.

His solution is for a hybrid engine as a future development which could hold great promise for increasing fuel economy, reducing weight and providing quieter operations. This would have a power plant combining the best virtues of three engines---today's conventional one, the two-cycle gasoline engine and the diesel.

According to Bouchard, all but the gas engine still have disadvantages that preclude their use in autos of the near future and you can't really appreciate how good today's passenger car engine is until you try to improve it.

Stat Dept: Automobile Manufacturers Assn. figures through Mar. 10 show that just about the same amount of Chevy II's as Corvairs (65,000 each) have been produced. Falcon is still king of the compacts (82,000 units off the assembly lines so far).

We still shudder at the sight of a bashed-up compact we saw the other day and just wonder what they are being made of. The car, which had lost an intersection argument to a battered Detroit elephant, had the entire right side ripped away. The elephant was just a bit crumpled. But on a happier note and to show that there's still hope for the world - a ban on beer drinking at the morning and afternoon breaks at the DKW plant in Ingolstadt, Bavaria, has been lifted. It was discovered to be affecting worker morale.

TURNPIKE

The word turnpike came from an early American custom of blocking toll roads with pikes or poles. When the toll fee had been duly paid, the pikes or poles were lowered.



Vignettes

BY GUS V. VIGNOLLE

Moss Says He Will Never Race Again at Sebring

Continued from page 1

other front runners.

Strange this semester that the Ferrari machines are not factory entries. ENZO FERRARI wrote to me recently and he said that at Le Mans he did not plan to race "against his clients in GT." Apparently the same will hold for the rest of the marque campaign. In other words, he doesn't think it kosher to wallop the guys he's selling cars to.

But the points go to Ferrari anyway, although most of them are being garnered by LUIGI CHINETTI'S No. American Racing Team.

The Berlinetta is no lightweight in more ways than one. The '62 model weighs 1936 lbs., or twice as much as the Grand Prix car. The new chassis is made of lightweight tubing.

At Le Mans, Enzo has said he will have four and NART two "experimental sports of from two to three liters" (undoubtedly the '62 sports). Factory drivers will be Hill-Gendebien, WILLY MAIRESSE-MICHAEL PARKES, GIANCARLO BAGHETTI-LORENZO BANDINI and PEDRO and RICARDO RODRIGUEZ. Moss and INNES IRELAND go for UDT-Laystall in the Berlinetta.

Of the 55 entries in the French 24-Hr. there will be four Maseratis, two E-Jags, one Aston-Martin "experimental," etc.

Our JOE SCALZO, back from covering Sebring, tells you in other columns of the dispute following the disqualification of Moss and Ireland. Joe also said the Florida papers quoted Moss as saying: "Sebring stinks. Never has stopped stinking. But Le Mans stinks twice as much because the race is twice as long."

Years and years ago I told you how odorous Sebring was, is and always will be. Moss' blast actually wasn't necessary for the benefit of our readers.

Last year, the official results on Sebring weren't known for many months. I expect the same thing this year. The publicity releases this year (as in the past) were incredibly lousy. The entry lists they sent out were horrendous. Sad, sad, sad.

I have never covered a sports event as drab as Sebring. Experts say (in the same vein as Moss) Le Mans is twice as drab, the only jollification being the carnival spirit and getting stiff.

It seems that Moss has said adios to Sebring. After the "stink episode" in Sebring, Moss had more to say at a news conference in Washington: "Unless I am driving with a factory team (which he never does) and they insist that I compete at Sebring, I'll never run there again."

And said Ireland: "The officiating was so poor it deserves investigation. Around the whole course I only saw two layover men waving flags so that we could pass."

P.S. I am happy to say the cockroaches did not walk off with Joe Scalzo's luggage at the Sebring Hotel this year. They did with mine a few seasons ago!

Hill and Gendebien, by the way, cut in on \$3000 prize money for the GT win. Bonnier and Bianchi snared only \$300 for the overall win.

ANOTHER CONTROVERSY (disqualification of DAN GURNEY in the recent Riverside stock car race)--I don't know much about stockers, but the cars I saw about as stock, in the strict sense of the word, as a 4.9 Ferrari.

One of the '62 Pontiacs (it didn't run) had aluminum front fenders and hood...maybe the bumpers, too. The independent Ford and Chevy entries had aluminum brake drums. USAC mogul JOE PETRALI said this was for safety, ditto the GM aluminum oil-cooling radiators on most of the new cars (too, I guess this keeps 'em from blowing the engines).

Some of the bigshot USAC drivers look upon our set as the "sporty car boys." Couple of these clowns, noting the small tires on Gurney's Chevy, asked him if he was entering the kart race slated for the same day. "We use those big muthers," they cackled. Dan was only overall winner on basis of victory in the first heat and second in the finale.

Petralli said none of the drivers protested, that the ban came from the officials. If Gurney's appeal is disallowed, LEN SUTTON becomes the winner. That was a neat quote from BILL THOMAS, who charged politics: "We beat those Eastern guys at their own game and they don't like it."

I thought the disqualification was an out-and-out bum deal!

A loud cheer for DENNY WEINBERG, who loaned his '62 Pontiac to Natl. champion PAUL GOLDSMITH, winner of the second heat. Goldsmith, a real flyer, wrecked his machine in practice.

Dan and BOB HOLBERT, by the way, did right well by taking first in class (GT 9) at Sebring last week with that BRUMOS-prepared Abarth 1600 Porsche Carrera.

STILL ANOTHER BEEF (USSCC vs. Cal Club-SCCA)--They held off serving the SCCAers because they wanted to do it simultaneously in LA, SF and SD. Latest is that Superior Court Judge KENNETH N. CHANTRY has signed a temporary restraining order (cut out false propaganda, threatening their own members, boycotting others, etc.) against the Cal Club-SCCA on behalf of USSCC-USAC. He also signed an order to have the defendants show cause why they should not be restrained and enjoined from continuing their antics. All the defendants must appear before Judge Chantry at 9:30 a.m. on April 4.

The Moss beef...the Gurney disqualification...the local club beef. Nice, peaceful, lovable and sweet people in this racing racket!!

THE GRAND GUIGNOL--Now let's take time out to smile for a sec. I plucked this from the NOSAM Almanac: Daughter--"Can't we ever teach father to say fertilizer instead of talking about manure all the time?" Mother--"Better let well enough alone. Remember how long it took us to get him to say, manure?"...LAUGHDEPT: LOUELLA P. said STEVE MC QUEEN was teamed with Moss in the Sebring 3-hr. What she meant was they were both driving Sprites. And how about a lusty huzzah for JIM PARKINSON and JACK FLAHERTY (MG). It was the fourth time they finished the big race...MARIO RINCON says the Baja Calif. road race from San Felipe to Ensenada is still billed for September. Skip the rumors that the race is off, he said. Meanwhile, it would be well to keep in mind that Paris FIA may not approve an open road race. From one of my top spies I learn that the CSI is very concerned about spectator safety. The Mexican promoters should check this out before going too far....On the Pomona ban, ACCUS OK'd the race Feb. 23, but it did not become official until FIA put it on the calendar Mar. 2. Thought you'd like to know....Look for coverage by LIFE mag of the East African Safari rally Apr. 19-23. MARSHALL SMITH, LIFE sports editor, will be one of the co-drivers. Photos will be taken by ROBERT HALMI from a Triumph Herald 1200. This deal is 3300 mi. of "roads" through Kenya, Uganda and Tanganyika....Watch this space for a smash story on a big road race in Japan, with RAY TURNBULL behind the project....I hear that GRIFF BORGESON, after six years with CAR & DRIVER (formerly SCI), resigned from the book's staff. Reason: the press of book assignments. Asked for his opinion of CD's new look, Borgeson declined to comment. He is, however, lending CD his front-drive Miller for the Intl. Auto Show in NY in April.

Gurney Wins, Disqualified

RIVERSIDE, Calif. Mar. 18---- Dan Gurney, Costa Mesa, drove a Don Steves 1962 Chevy to first overall after two heats (1st in the opener, 2nd in the finale), but was disqualified by officials of the USAC \$10,000 stock car race. His purse of \$1709 was held up.

The car did not meet "stock" requirements, said Emil Andres, supervisor of the stock car division of USAC. He added: "...The car was gutted...no inner hood paneling or supports. It was just skin. The deck lid the same. Plus, both rear deck lid hinges and springs had been removed as well as both inner front fender panels, or, about 150 lbs."

Gurney and Steves appealed to Henry Banks, USAC chieftain in Indianapolis.

About 10,000 saw the races over a shortened 2.7-mi. course. The weather was poor--rain, which cut the second heat of the slated 200-miler to 27 laps.

Paul Goldsmith, Pontiac, led the opener until a broken fan belt forced him out. He won the second heat.

If the disqualification sticks, Len Sutton becomes winner.

Top 10 finishers:

FIRST HEAT (37 laps)--1. Dan Gurney, Costa Mesa, 1962 Chevrolet; 2. Troy Ruttman, Detroit, 1962 Ford; 3. Len Sutton, Portland, 1961 Pontiac; 4. Norm Nelson, Racine, Wisc., 1962 Ford; 5. Milt Curcio, Racine, 1961 Ford; 6. Louis Unser, Montebello, 1961 Pontiac; 7. Eddie Gray, Gardena, 1962 Ford; 8. Elmer Musgrave, Niles, Ill., 1961 Ford; 9. Don White, Keokuk, Iowa, 1962 Ford; 10. Ron Hornaday, San Fernando, 1962 Ford.

Time: 1:16.21. Avg. Speed: 79.5 M.P.H. Distance: 101.38 miles.

SECOND HEAT (27 laps)--1. Paul Goldsmith, St. Clair Shores, Mich., 1962 Pontiac; 2. Gurney; 3. Sutton; 4. Roger Ward, Indianapolis, 1961 Pontiac; 5. Nelson; 6. Musgrave; 7. Curcio; 8. Bob Ross, Lakewood, 1960 Pontiac; 9. Unser; 10. Gray.

Time: 55:0. Avg. speed: 72.2 M.P.H. Distance: 73.8 miles.

Fastest qualifier: A. J. Foyt, Houston, 1:40.9 (98 M.P.H.).

Not All Beefs

So many letters are written in anger that it seems only fair to express appreciation now and again.--LETTER to the EDITOR.

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On Gurney's Disqualification

March 20, 1962

MOTORACING
Box 392
Culver City, Calif.

Dear Gus:

I am writing you in regards to the disqualification of the Don Steves Chevrolet stock car that Dan Gurney drove to victory last Sunday, March 18, at Riverside Raceway. Here are our reasons for the so-called stripped car. First of all, the deckhinges and springs were removed for safety reasons. The deck lid was bolted down in six places. Why was it bolted down? Would you like to be sitting on a curve when someone was hit from the back and here comes a deck lid sailing through the crowd? That could be very serious.

The same for the hood panel. We bolted it down so it could not possibly open, blinding the driver. The inner front panels were left out so we could change plugs and check the oil during a pit stop if needed. It would have cost us seven or eight minutes to unbolt the hood panel to change plugs. All races are won on the track and not in the pits.

The car delivered from the factory tips the scales at 3405 lbs. This includes the seats and heater. Our car tips the scales at 3340 lbs. Even though we did remove these parts for weight, it was put back on in other places, so as anyone can see, we were not trying to lighten the car to win.

The rear end assembly was 1962 passenger car, also, the transmission and engine assembly. The front suspension was also stock 1962 parts and of steel, not of aluminum as some cars were. Our bumpers were made of steel and not of aluminum. According to some people, we had no chance of winning. We ran 670X15 Firestone Super Sports Tires compared to 800X15 Darlington Racing Tires. I think the people of Southern California are very much aware of the honesty of Mr. Don Steves and chief mechanic, Mr. Bill Thomas. All in all, Gus, when you take the combination of Mr. Steves' crew, a man that wants to sponsor a race car, a man that knows how to get all the power from a stock engine, the fellows that help prepare the car to all hours of the night to build it, a driver with the skill to bring it home a winner; with this combination we do not have to resort to cheating to win a race.

It would take the enjoyment out of racing if we had to cheat to win. We won the race fair and square by driving and not by protesting. This is the story, Gus, of our stripped car for which we were disqualified last Sunday. This car is now one of our racing family with the name of "Snowbird Mark I." Hope to run it again in the very near future.

Sincerely,
DON STEVES CHEVROLET
Johnnie Knowland,
Parts Manager
La Habra, Calif.

(EDITOR'S NOTE--MOTORACING wired Henry Banks, director of competition for USAC in Indianapolis, asking what action was being taken on the official protest by Don Steves and Dan Gurney over the disqualification by Emil Andres, supervisor of the stock car division of USAC. At presstime, no answer had been received. Read VIGNETTES for comment by Gus V. Vignolle.)

BULLETIN VIA WESTERN UNION--Awaiting full details in writing from Messrs. Joe Petralli and Emil Andres, USAC officials at Riverside event (stock car). Henry Banks out of USA, returning on March 26th--Walter Gladson, assistant director of competition.

Brabham 1st, Daigh 4th

MELBOURNE, Australia--Australia's former world auto racing champion, Jack Brabham, won the inaugural Sandown Intl. Cup at New Rampdown circuit today.

Brabham took his 2800cc. Cooper over the 129-mi. at an overall speed of 102.6mph, beating Britain's John Surtees, also in a Cooper, by 75 yd.

New Zealand's Bruce McLaren was a similar distance away, third in a Cooper.

Fourth and fifth to finish were Chuck Daigh of Long Beach, Calif., in a Scarab, and Britain's Stirling Moss in a Lotus.

HARRISON APPOINTED CAR AND DRIVER

NEW YORK, Mar. 23 - John Williams Harrison has been named eastern ad sales rep. for CAR and DRIVER magazine, which claims a circulation for the last six months of 1961 of 211,566.

HO!
"Those ape-carrying satellites don't come with a monkey-back guarantee."--H.E. Martz.

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- ★ ALFA--New & Used
- ★ RENAULT--New & Used
- ★ PEUGEOT--New & Used
- ★ HILLMAN--New & Used

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PLUGS and POINTS...

By JOE SCALZO

More and More Attention Centered On Driving of Actor Bob Harris

CHALK UP ANOTHER So. Calif. pilot rating the description: "good, one to watch."

BOB HARRIS has caught attention and praise in every race he's driven recently. Of course, the rig he's been steering--BILL CAMPBELL'S surprising rear-engined Corvette Spl.--has been largely responsible. But Harris' own talents are getting as much talk as the potent 327 Corvette.

At the Cal Club Riverside race, where Bob ran 2nd to DAVE MACDONALD until fuel starvation forced him out, they're still saying he might have caught Macdonald. Incidentally, mechanics are convinced the problem was because of the car's extremely hot engine--240 degrees, clear off the dial--which caused a vapor lock. Plus the vapor lock, the car lost its rear brakes, and, further, the position unit went out.

Harris is a TV actor, having done stunts on plenty of programs, including Bonanza, the weekly show of PERNELL ROBERTS and DAN BLOCKER. Both have an active interest in the Campbell car Harris drives, and Roberts and Harris are motorcycle riding buddies. They were at the March 18 USAC stock car race, riding their scramblers.

Harris takes part in scrambles events and desert runs in addition to sports car racing--and he's had the broken bones to prove it. He's banged up his legs and knees a couple of times. And that's about the only thing that keeps him from trying flat track motorcycles at Ascot Park. "I keep thinking about Ascot," he says. "And maybe when my legs get stronger...."

Flat tracking usually calls for an early start, and at 34, it seems strange Harris would want to try it. But it just seems strange for a

second.

He was a professional boxer, having had 17 fights. He played ball for the San Francisco Clippers. And for a time he was a stunt man ("I still do stunt work, but only on a small scale. Only small things. Like if a script calls for a car to be turned over at speed, something like that.")

Bob began racing in '49, with sprint cars in the ARA at the now-gone northern track at San Leandro, a rugged 5/8-mi. banked layout.

"Nothing the matter with oval track racing," he says. "only with road racing, there is more...dexterity, I guess you'd say. And from a driver's standpoint, road racing is a lot more fun."

His first sports car go was at Santa Barbara in '56 with a Jaguar; raced the Jag for a year, switched to a Healey, and then in '58, unfortunately went to Sebring with a character named BILL LOVE, an AC Bristol driver still sought in many quarters. Bob didn't get to race in Florida, but when he got back to California, he started racing a Bristol.

He had good races with the AC, but the one he remembers most was the bad crash at Laguna Seca involving another AC chauffeur, GORDON CROWDER.

"It was at turn 2, and I guess what caused the thing was some lapped traffic got in the way. I went through just as everything had happened--dust, and running over car parts--it was a bad one."

Harris hasn't had any real accidents--at least not in competition. But on the street once, the throttle stuck on the Campbell car with Bob driving. It hit Bob's own Corvette (\$150 damage) and also broke a

Continued on page 7



HAIRY MOMENT--Wiggling through turn 6 at recent Cal Club-SCCA Riverside Raceway races, Bruce Augustus lost a wheel from his Crosley "Little Digger." The wheel bounded high in air (arrow). No damage. (Photo by Don Schoenfeld)



VALve CLATTER

BY VAL MARRS

DICK MORGENSON, the former Ferrari TR pilot, used to amaze everyone by coming out to the course with his car in a ready-to-race condition. He would simply unload his gear and wait for his race. Dick didn't want to spend the whole weekend under his car, rather than in it, so he made sure it was properly prepared before he left home. This was so contrary to the practice of most driver-mechanics that it always caused comment. The Testa Rossa always ran well and looked good, to say nothing of the clean-handed pit crew.

Now Dick says he is retiring from racing again. The Ferrari is still in his garage because his last retirement only lasted a year, then he had to buy another car. This time he's going to hang on to the car until he's sure the racing bug has been squashed. He sounds pretty determined, though. His Porsche-VW agency in Phoenix is keeping him too busy to have him chasing around the country on race weekends.

Another driver who swears he's in retirement is DANNY STEPHENS. His latest flip at Riverside convinced him that he's pushing his Irish luck too far. He's ready to follow W.R.C. SHEDENHELM'S example and take up a safer hobby, such as sky diving, or maybe racing gliders!

Danny got his start in sports cars six years ago when he bought his first Austin-Healey. The first competitive event he entered was a gymkhana put on by a bunch of high school kids. Naturally, he walked off with the first-place trophy. He fell in with the Singer Owners'

Club as a result of that first event and collected so many trophies on their rallies and slaloms the club almost banned him from its events. His first major accident happened when he and his son, MIKE, left the road, turned over, and slid down a cliff. Thanks to a brand new roll bar and stubborn determination, he pulled through that one.

During his recuperation he became events chairman of the SOC and temporarily put the club back on the active list with some of the best slaloms known around here. The term "Tralom" was coined in his living room. During one of these events Danny fell off a motor scooter and suffered a compound fracture of the ankle. He wasn't even in competition! His enthusiasm for all speed events eventually drove him to the race courses where he just kept on collecting trophies. Bent fenders too! He was lucky when he hit a tree at Pomona. He was lucky when he flipped on turn 4 during the Riverside enduro. He was lucky a couple weeks ago when he went on his head again, this time on turn 3.

Now Danny says he is through racing. Maybe so. I know that he still has another Healey in his garage, though, and if it doesn't show up on a course soon, I'll be surprised.

Crash Kills Peter Hessler

RIVERSIDE, Calif., Mar. 11----Peter Hessler, 38, head of the So. Calif. Lotus distributorship, was killed today when he crashed a Lotus XX Form. Jr. he was testing at Riverside Intl. Raceway.

Nobody could explain the accident. It happened on the straight coming out of turn 8. Weather was perfect. There was no traffic involved. The car flipped end over end. It was demolished.

The victim crawled to about 12 ft. away from the wreckage. He died soon after.

There was talk that a half-shaft blew or that the wind caught the Lotus freakishly.

Hessler, believed to have raced a C-Jaguar once for Briggs Cunningham, was also known back east as Peter Templar. He is survived by his wife, parents and two brothers.

LONG ISLAND AUTO SHOW

NEW YORK - An Intl. Track, Road and Show Car Exposition will be held April 5 - 8 at the Jamaica Natl. Guard Armory, Long Island.

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SHORT
TAKES

BY FLAVIO ST. GERMAIN

Woodside's BOB KEYES tells of the San Francisco surge---they had 175 drivers for the school at Cotati last weekend---A snapper-wrapper, testing CARROLL SHELBY's Ford-powered AC Cobra, did a double-take and checked to see if it was a stock mill after hitting 112 mph in a quarter-mile and 153 on the back straight. The car---beautified to a pearlized yellow---will be on display at the NY Auto Show, Apr. 21-28...Local Porsche Distribs. last week threw a luncheon for auto writers at Press Club. Occasion---10th year for Porsche in So. Calif....

Driver RAY PICKERING is doing the race tuning for TED LAPADAKIS at the latter's Alfa-Fiat Ted's Imported Cars in West L.A... SID LANGSAM, who closed up Continental Divide Raceways near Denver after that ban by SCCA last year, will rent the course to the Denver region. The tab probably will be \$10,000 per year... They nailed Bacon Sales, Hermosa Beach dealership, on charge of false TV advertising. Fine---\$250...

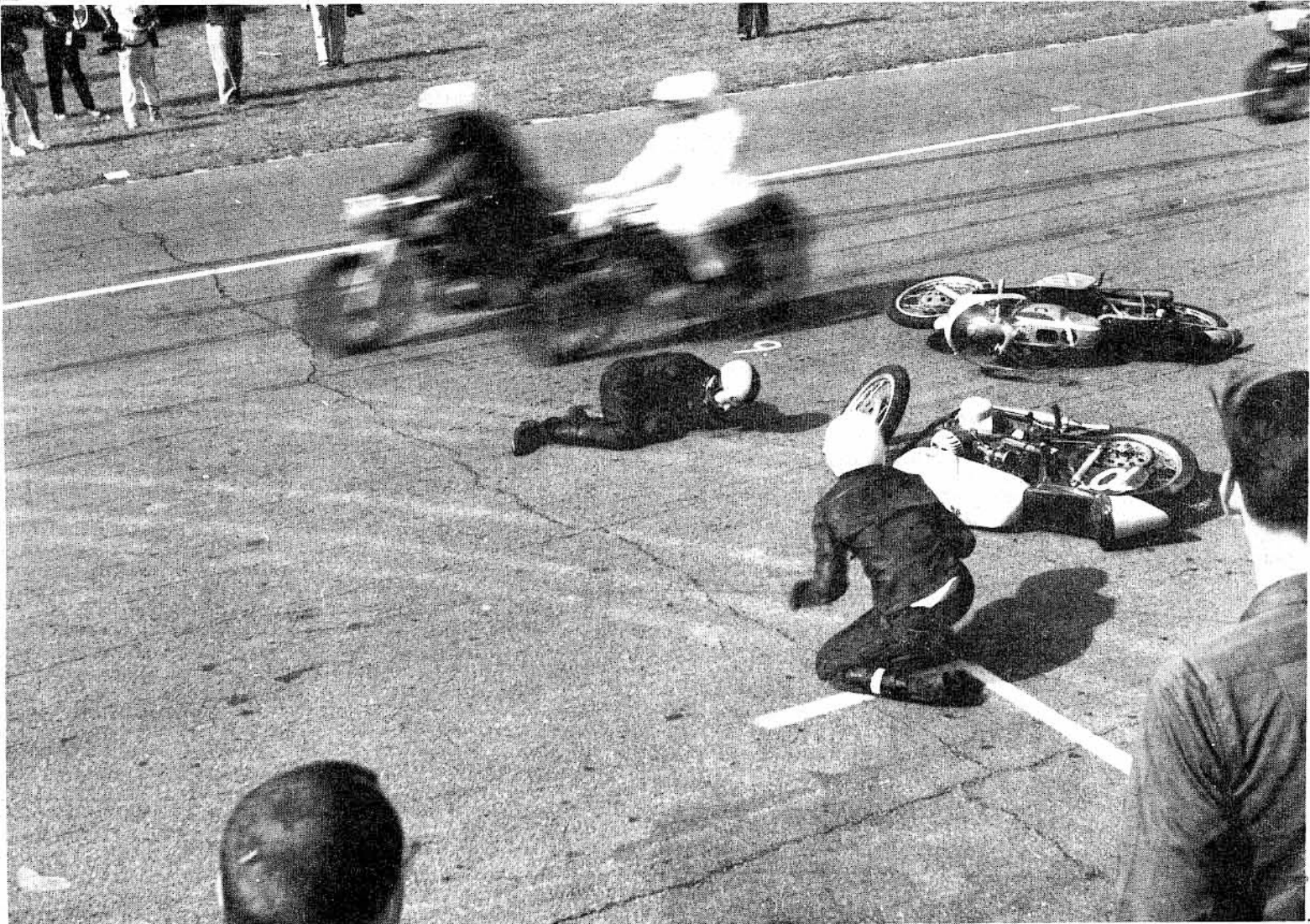
WALTER COLEMAN reports ISCARA has changed the date for its annual Signal Oil Company run from Apr. 22 to the 15th. Details: contact YVES RICHARD, CI 2-2073...RAY PICKERING will be racing the Sunbeam that he and SHERMAN ALLEN prepared for STIRLING MOSS last fall at Riverside...Porsche won every race in the SCCA meet at Fernandina Beach, Fla. The feature went to CHUCK CASSEL, RS61, after a hectic duel with CHARLIE KOLB, 3-liter Maserati, who spun on lap 17. Other Porsche winners: HAROLD HUFF, BILL BENCKER, CHUCK CASSEL, HOWARD FOWLER, BILL EVE and TED TIDWELL. During the first race, an aircraft circling the field ran out of gas and was forced to land on a runway amid speeding cars on turn 6. Reported JOHN MC LEOD: "Hard to say who was more surprised, the drivers or the plane pilot, who made a safe deadstick landing without any harm to anyone."...JUNE EGGERS reports Checkmates, Ltd.'s March Hare rally winners were PETE ANKERSMIT-HANSBURY, PAUL HAMMER-CARL MOFIELD, LEE ROGERS-JULIE ROGERS, JOHN REIGER-N.J.B. STRINGER, Jr....USAC's Natl. Awards Banquet has been slated for the Indianapolis Athletic Club, Indianapolis, May 8....

How the Imports
Went in Calif.
For Year 1961

	CALIF.	NORTH	SOUTH
1 Volkswagen	23605	10175	13430
2 Renault	5062	1222	3840
3 Volvo	2464	1118	1346
4 Hillman	1986	501	1485
5 Austin Healey	1933	895	1038
6 MG	1896	711	1185
7 Fiat	1764	551	1213
8 English Ford	1748	897	851
9 Triumph	1391	609	782
10 Metropolitan	1308	470	838
11 Mercedes Benz	1204	423	781
12 Morris	1151	465	686
13 Borgward	1062	445	617
14 Jaguar	890	345	545
15 Sunbeam	858	234	624
16 Simca	768	242	526
17 Peugeot	756	234	522
18 Porsche	724	293	431
19 NSU	712	227	485
20 Opel	500	162	338
21 Austin	470	207	263
22 BMW	393	161	232
23 Alfa-Romeo	381	146	235
24 DKW	336	114	222
25 Citroen	254	108	146
26 Hansa	192	121	71
27 Datsun	176	62	114
28 Singer	176	51	125
29 Vauxhall	166	89	77
30 Toyopet	131	43	88
31 Vespa	114	4	110
32 Rover	112	69	43
33 Auto Union	83	21	62
34 Lloyd	81	9	72
35 Packard	78	22	56
36 Humber	70	12	58
37 Facel Vega	52	2	50
38 Lancia	51	14	37
39 Rolls Royce	50	14	36
40 Lotus	43	10	33
Misc. (43 or less each)	360	118	242
TOTAL	55551	21616	33935

(Courtesy MOTOR REGISTRATION NEWS OF CALIF., Oakland 6.)

FATSOS
"Being fat usually is the result of living from hand to mouth, hand to mouth."-Walt Sterlightiff.



ZOWIE!---Camera of Photog Jack Brady catches hot action shot at the recent Daytona Beach motorcycle races. Two riders flash by in a blur of speed as two less fortunate crash to the pavement. Neither of unidentified riders was seriously hurt. The big winner---he won three of the four races---was Japan's famous Kunimitsu Takahashi, who was astride a Honda.

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Slalom Column

By
**DENNIS
McCOSH**

Renault Owners Club, last year's top-rated club, hosted 127 entries at its Twist slalom at the Naval Reserve lot in Chavez Ravine. It was good that this event was not being rated because the club had all sorts of troubles.

The safety inspection was barely adequate, the scoreboard was poor and poorly located, organization seemed very disjointed, and everyone had a long wait due to lack of a run group system. Some people had to run after dark.

Not everything was bad, however. The course was excellent with sufficient room for the larger cars as well as being interesting for all cars. ROCA returned to the consecutive practice lap and timed lap system, which is generally well liked.

HERM HARTUNG of Porsche Owners Club had fast time of day, with GEORGE FOLLMER, also of POC, second. MAL DOHERTY of Glendale FCCA was third, and PAT FLYNN of San Diego Asebring Drivers was fourth.

The trophy winners:

Class A				
1. Dan McKeever	Sprite	SDAD	1:38.14	
2. R. Patterson	Sprite	AHOC	1:39.76	
Class B				
1. Dan Newton	Alfa Romeo	PSCC	1:37.59	
Class C				
1. H. Hartung	Porsche	POC	1:34.26	
2. G. Follmer	Porsche	POC	1:34.52	
3. L. Enochson	MGA	---	1:37.25	
4. J. Austin	MGA	WFSCC	1:38.10	
Class D				
1. Mal Doherty	Austin Healey	GFCCA	1:35.20	
2. Pat Flynn	Tr-3	SDAD	1:35.42	
3. Walt Lister	Austin Healey	PSCC	1:37.71	
Class E				
1. Frank Riddle	Corvette	CSC	1:41.55	
2. D. Fiorelli	Jaguar	---	1:42.30	
Class F				
1. Lee Kelso	Prinz	PSCC	1:37.78	
2. Ed Holland	Prinz	---	1:38.10	
Class G				
1. H. Du Rae	Volvo	---	1:37.56	
Class H				
1. Jim Halbert	Renault	---	1:39.14	
Class AW, BW, CW				
1. D. Austin	MGA	---	1:47.85	
Class DW				
1. Ruth Doherty	Austin Healey	GFCCA	1:47.25	
Class FW				
1. Carol Coops	Morris	GFCCA	1:45.97	
Teams				
PSCC				
Dan Newton	1:37.59	1:35.20		
Walt Lister	1:37.71	1:47.25		
Mike Evans	1:47.29	3:22.45		
	5:02.59			

The first Championship Slalom of the year, scheduled for March 11, did not come off due to a misunderstanding by the sponsoring club, Arrowhead Foreign Car Club of San Bernardino. I hope that AFCC can put the event on later in the year, since they have put on good events in the past.

The schedule of SCCSCC Championship Slaloms for 1962 is as follows:

April 29--SCMG, Slideways II;
May 13--PSCC, SLALOM of the Pacific VII; June 24--ROCA;
July--RAM; Grand Prix V, Aug. 5--NRSCC, Del Camino VII; Sept. --GFCCA; Oct. 14--SBFCCA, Autocross III; Nov. 18--Corv. Ltd., (tentative).

1962 SCCA Slate For Northwest Reg.

1962 SCCA RACE SCHEDULE
NORTHWEST REGION

APRIL 21--Practice - Modified - Pacific Raceways.

APRIL 29--Regional Race - Pacific Raceways.

MAY 19--Practice - Modified - Pacific Raceways.

MAY 27--Regional Race - Shelton Forest Festival.

JUNE 9--Practice - Modified - Pacific Raceways.

JUNE 24--Regional Race - Pacific Raceways.

JULY 14--Practice - Modified - Pacific Raceways.

JULY 28 & 29--DIVISIONAL RACE, WEST COAST CHAMPIONSHIP RACE SEAFAR - PACIFIC RACEWAYS.

AUG. 12--Regional Race - Bremerton (Long course).

AUG. 25--Practice - Modified - Pacific Raceways.

SEPT. 15 - Practice - Modified - Pacific Raceways.

Calendar

Mar. 30-Apr. 1--Sports Car Club of Spokane, Motor Fair, Spokane, Wash.
Mar. 31-Apr. 1--SCCA Ariz. Border Reg. races, Tucson, Ariz.
Mar. 31-Apr. 1--USAC Intercontinental Form., Sports and Form. Jr., Bossier City, La.
Apr. 1--Intl. Conf. of NW SCC races, PRI, Kent, Wash.
Apr. 1--Brusseis Grand Prix, Belgium; Fl.
Apr. 7-8--SCCA Phila. Reg. races, Vine-land.
Apr. 14-15--SCCA SF Reg. races, Stockton, Calif.
Apr. 13-14-15--SCCA Natl. Washington Reg. races, Marlboro, Md.
Apr. 14-15--Intl. Conf. of N/W SCC Championship races, Westwood, B.C.
Apr. 14-15--SCCA Alamo Reg. races, Sequin, Texas.
Apr. 23--Pau Grand Prix, France; Fl Jr., S.
Apr. 23--Goodwood Meeting, Britain; Fl Jr., GT, T.
Apr. 28-29--SCCA San Diego Reg. Championship races, Del Mar, Calif.
Apr. 28-29--SCCA Natl. Washington Reg. races, Va., Intl. Raceway.
Apr. 28-29--SCCA Colo. Reg. races, Alliance, Neb.
Apr. 28-29--SCCA Fla. Reg. races, Miami.
Apr. 29--SCCA NW Reg. races, Pacific Raceways.

Hanford Nabs SF Hillclimb

COLOMA, Calif., Mar. 18--Ron Hanford of Reading, driving a small open-wheeled BMC Form. Jr., out-classed larger machinery to win the SF SCCA Mother Lode Hillclimb here.

He wheeled through the two-mile course in 1:57.4 to post low time. Stan Peterson, last year's champion, and Hanford engaged in a see-saw battle against the clocks. Peterson drove a new Jaguar XK-E roadster. Peterson bettered his 2:01.9 mark set last year by posting a 2:01.8 on his first official run. John Zeh, Corvette, was 3rd at 2:01.9.

The winning driver has raced the BMC Jr. for one season, and raced a Porsche the year before that. He drove the same BMC car to fifth overall last year at the hillclimb.

ICNSCC GAINS

SEATTLE, Mar. 23--The new Oregon Motorsport, Inc., of Portland, Ore., has just become an affiliate member of the Intl. Conference of Northwest Sports Car Clubs. Several members have applied for competition licenses.

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Letter From CANADA

Rumours have it that MOSS and GENDEBIEN have already signed for the PLAYER'S 200 scheduled for June 23 at Mosport. The Canadian Racing Drivers Assn., organizers of the Intl. FIA event, are also anxious to have PHIL HILL on their list, and talks are presently being held with SIGNOR CHINETTI.

More rumours, this time that PETER RYAN is having contract trouble with the Lotus Formula Junior Team, and he may not be racing for them after all.

The 11 Canadian motorcyclists who travelled to Daytona for the Natl. Championships were dogged by bad luck. Hardest hit was BILL SHARPLESS, who fell after leading the 130-mi. amateur for over half way, and fractured his thigh. Best finishing Canadian was BUDDY KOEHLER, who placed eighth out of the 94 starters in the 200-mi. expert event.

For the first time since 1958, the 200-miler was won by a British machine, a Triumph ridden by Don Burnett, with a Matchless G50 in second place, 2/10 of a second down. The Shell "4000"

The Shell "4000" Car Rally, to run from Montreal to Vancouver on April 7 to 14, has over 50 entries to date. Included are several women's teams. One car will be co-driven by DENIS MCCLUGGAGE and CLARE STUART. Their entry is one of Detroit's hottest, a Corvair Monza Spyder. Possibly Miss McCluggage will now be less cruel about Detroit's choice of model names? Another woman entry is MARIA VAN NIFTRIK of New Orleans, who has already chalked up some very venture-some drives, being first person to drive completely across the Sahara Desert.

Something to think about...the Ford Motor Co. turned down the Shell 4000 as they were too busy "working on cars for Sebring and Nurburgring." Yes, that's the way it was reported to us.

Plans are afoot to have a regular training school set up at Mosport.

Continued on page 7

RANDOM RALLY NOTES . . .

By GENE KIGGINS

Science Fiction Dept.--

Today's episode concerns itself with the navigational problem usually referred to as POINT OF NO RETURN. Many wild solutions have been offered, including one published in book form, and while factual, their complexity precludes their use under rally conditions.

Instruction states: Drive half the distance at 30mph. Drive half the distance at 20mph.

Unknown: Total distance involved. Total time involved.

Problem: To quickly determine an overall average speed so that the car can be immediately navigated in the usual manner, regardless of the distance.

Examination of the instruction shows that--20mph equals one mile in three minutes, or two miles in five minutes equals 24mph.

To summarize: When half the DISTANCE is stipulated, the SUM of time required divided by the number of RATES given in the instruction equals OVERALL RATE in MPH. NOTE THAT IN THIS EXAMPLE THAT THE OVERALL RATE IS NOT 25mph. If you assume that the rate is 25mph, you will incur a time error of 10/100 minutes for each mile travelled, even if you do everything else right for a change.

However, if the instruction

states: Drive half the TIME at 30mph. Drive half the TIME at 20mph. Then the sum of the RATES divided by the number of rates given in the instruction equals overall rate MPH. The above practical solutions will apply equally well if more than two rates are stipulated.

An interesting variation: If the instruction states that there will be a CP in the middle (center), proceed into the CP at the first given rate. You must have the mileage as you enter. On leaving the CP, drive exactly the same distance at the second rate, IGNORING ALL SUPPOSED SIGNS, TURNS AND SPEED CHANGES until the latter half mileage has expired. This complies with the rule of completing one instruction before starting another. When this problem appears, you can be sure that oodles of trap signs will be readily visible as you proceed on the latter half.

These solutions are not completely satisfactory when also correcting for tires, BUT FOR AN ENTIRELY DIFFERENT REASON, and the time error is negligible unless the distance is great, or worse, if the rates are abnormally low.

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SEBRING

Continued from page 1

Pace-setters, aside from Moss/Ireland, were first the favored team of Pedro/Ricardo Rodriguez in a NART rear-engined 2.5 Ferrari. The brothers had a lap lead over Moss/Ireland with seven hours to go.

Their car was retired with mechanical trouble at that point, however. Papa Rodriguez opined a valve had broken. NART then switched the brothers in the 2.4 front-engined Dino of Connell/Grossman/Constantine/Andrey, but this car was also retired—because of clutch trouble—with about four hours left, while second. The McLaren/Penske entry, another early leader, bogged down with first a long pit stop because of brakes, then battery trouble.

Pedro Rodriguez set a new lap record on the 28th lap of 3:12.4, 97.2mph, over the 5.2mi. airport course.

Friday's three-hour enduro for GT cars under 1000cc, saw MOSS use a damp track to build a large lead over two Cunningham Fiat-Abarths driven by Walt Hansgen and McLaren. But he ran short of gas with less than 45 min. remaining, and finished third, with McLaren winning.

In the 125-mi. Form. Jr. race, Pat Pigott of Bellingham, Wash., drove one of the Rosebud team's Lotus 20s to victory. In this race, Charlie Parsons of Monterey, Calif., also driving a Lotus 20 for Rosebud, flipped several times when he tangled wheels with another car. He was hospitalized with a slight chip in a vertebra.

(A detailed follow-up story appears in the next issue of MOTOR-ACING.)

CANADA

BY EVE WHITE

Continued from page 6

port, so that drivers will receive proper instruction in managing its tricky circuit. GORDON SALIS-BURY, president of the Canadian Race Communications Assn., told us of 39 roll overs during last season at Mosport. This alone will demonstrate that it's not a course a driver can go out and play on.

Mosport's first motorcycle race of the year will be on May 5, the British Empire Motor Club's Spring Trophy Races. This starts off a very full season, with a car driving school the following day, sports car races on May 12 and the B.E.M.C.'s annual sports car races on May 19. Plans are continuing for the two new courses at Montreal and Edmonton, and these along with Westwood, will make an interesting Canadian circuit of courses.

Stepped up activity on the part of manufacturers will bring greater public attention to racing, as Pepsi Cola and Players feature in race sponsorship, or others sponsor individual cars; or publish give away booklets extolling the virtues of sports cars and their drivers.

Did you hear about the cable JOHN SURTEES received at his wedding? "May all your little Yeomans be Credits".

SF BMC READIES CLASS G RACER

SAN FRANCISCO, Mar. 23 - The Stockton sports car road races (SF SCCA) April 14-15 will mark the second anniversary of the successful first race of the BMC Formula Junior Mark I race car, manufactured at British Motor Car Distributors here.

On the memorable first try, Jack Dalton roared to victory in the first Formula Junior race car produced in the U.S. Since then more than 40 of the little single-seat, open-wheeled bombs have been produced and are now racing

on circuits from coast to coast. Twenty-three of the front-engined Mark I models were built before the rear-engined Mark II BMC Junior was introduced eight months ago. Like its predecessor, the Mark II is powered with a modified version of the production-type British-built engine used in Morris sedans and Austin-Healey Sprites.

BMC Competition Director Joe Huffaker reports that the 20th and last of the current series of the Mark II BMC Juniors is being

assembled this week. British Motor Car's competition department is now rushing to completion an entirely new race car with hopes of entering it at Stockton. It will be a highly streamlined and very light modified sports car designed to compete in the under 1100cc, Class G.

The new car, according to Kjell Ovale, president of British Motor Cars, will compete against the best European models in its class, at a lower cost.

Plugs and Points

Continued from page 4

Harris drove the Campbell car in '59, when it was powered by an 1100cc JAP engine. "But it blew up something like five races, so Bill (Campbell) let it sit for awhile. Now, with the Corvette in it, we've got the car just about 90 percent whipped. We've had heating problems with it, but we're getting that. We want to get about 60 more hp out of it. And about engines, that reminds me—that engine we had for the TIMES GP we bought for \$35. And we got into the race and finished with it."

Harris makes no claims about mechanical knowledge. "Someone asks me something about the car, like what size gear we're running, I have to say, 'I don't know. I just drive.'"

Acting is his career, but if he ever got the chance to go to Europe (which he insists is unlikely), he'd go. His plans, of course, call for continued driving. "Racing is like a business. Maybe not like a money-making business, but you have to treat it like a business. All your effort has to go into your driving. You can't think of anything else in a race."

Of today's drivers: "GURNEY is the best, I think. In that TIMES race—that's where my magneto went dead and I had to hold reduced speed all the time—Gurney, BRABHAM, and MOSS would all come by, and I'd tuck in behind for as long as I could. And Gurney really had it. Locally, DAVE MACDONALD is terrific."

Harris and the people behind the Campbell Spl. will be trying to hit all PCC races this year; out for the Championship.

And the more Harris races, up goes his reputation.

NOTES: Understand that at Riverside a week ago, Gurney took ROB NETHERCUTT'S Lotus 20 and lapped at 2:08 after three laps, came in, and, "How are the brakes," they asked him. "Don't know, haven't had a chance to try 'em much," was the reply; and he also coached JACK NETHERCUTT, till at the end of the day Jack was lapping steady at 2:05 with the Lotus 19....BOB CHALLMAN raced his Lotus-MG, not a Porsche RS, at the Cal Club's Riverside....STEVE MCQUEEN getting a F-Jr.

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PEBBLE CONCOURS EXPANDED

PEBBLE BEACH, Calif., Mar. 23--To accommodate the number and variety of entries in the 12th annual concours d'elegance at Del Monte Lodge, April 21, it has been found necessary to form 18 different classifications.

The largest category will be imported sports cars, for which there will be four classes; from "under \$2500" to "over \$7000." Three additional groups will be European passenger cars in different price ranges. Rolls-Royce will be divided into "pre-war open," "pre-war closed" and "post-war."

Competition cars will be in a separate line-up and a special section this year is for "special interest" models. All antiques will be grouped together, but there are four classes for classics: open and closed imported and open and closed American.

Deadline for entries is April 1. Distinctive dash-plates will be presented to each owner on arrival before 10 a.m. at the concours area--the lawn between Del Monte Lodge and the famed 18th hole on the Pebble Beach golf course.

Ponderosa Set June 23 and 24

SPOKANE, Wash., Mar. 23 - The dates for the Ponderosa Sweepstakes rally, popular northern event, have been set for June 23 and 24. The rally, a two-day professional, navigation and driving test will start in Spokane, Wash., and will offer \$150 first prize, \$100 second, \$50 third, and other cash prizes through 10th place. Trophies are also awarded. The rally is conducted by the Sports Car Club of Spokane, and will be co-sponsored this year by the Athletic Round Table of Coeur d'Alene, Idaho, a private club.

Jack Deno, rallymaster for the third annual Ponderosa, said 10 entries from the Los Angeles area will compete, as well as cars from San Francisco and the Northwest. John and Adrienne Ryan of San Mateo won the rally last year.

The rally is sanctioned Northwest Rally Council event, counting towards the Northwest Championship.

The Ponderosa features heavy emphasis on driving skill as well as navigation, with one leg last year requiring the cars to navigate a high speed leg on a closed race circuit.

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